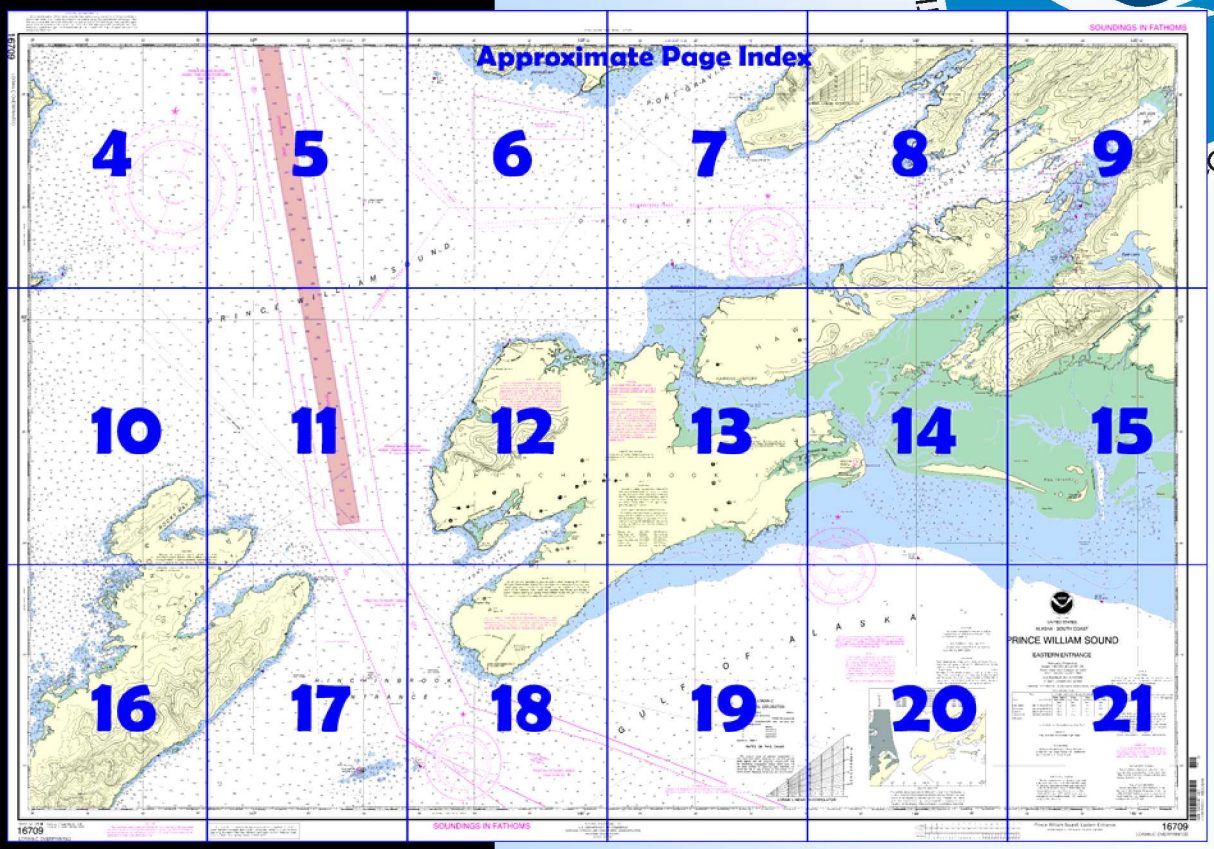
BookletChart™

Prince William Sound – Eastern Entrance

(NOAA Chart 16709)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

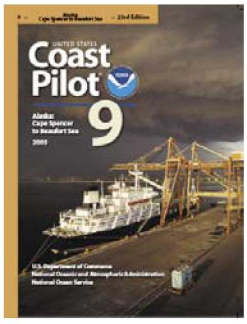
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]
(170) **Eyak River**, 6 miles ENE of Point Whitshed (60°26'45"N., 145°52'42"W.), flows from Eyak Lake and has a swift current. At favorable stages of the tide it is navigable for small, light-draft craft to the lake. A highway bridge with a 43-foot fixed span and a clearance of 8 feet crosses the river about 3.5 miles above the mouth. **Mountain Slough** is 1.5 miles W from the mouth of Eyak River.
(171) **Egg Islands**, about 5 miles SE of mainland Point Whitshed and 10 miles E of Hinchinbrook Island, are low and partly grass covered. **Egg Island Channel,** just E of the islands, leads NE between sand and mudflats to Alaganik Slough. The seaward approach to the channel is marked by a lighted whistle buoy.
(172) **Egg Island Light E** (60°22'00"N., 145°45'14"W.), 33 feet (10.1 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark, on the SE island of the group.
(173) The current in the channel is strong. E of Egg Islands, flood and ebb velocities of 3 to 3.5 knots, respectively, setting in the direction of the channel, have been observed. N of the islands a current of 1.5 knots, flooding NW and ebbing SE, was found. SE of Point Whitshed a W flood of 1.5 knots was observed.
(174) Navigation with local knowledge in this area is limited to small craft. Anchorage can be found in the wider parts of the sloughs N of the Egg Islands. There is no protection from prevailing winds but seas are broken up by the surrounding flats.
(175) **Point Whitshed** is at the S extremity of the **Heney Range,** the steep E side of which flanks the alluvial coastal region of the Cooper River. The waterfall, 1 mile E from the point on the coastal side of the ridge, is a prominent landmark, seen for several miles over the mudflats, and shows well when the peaks and higher land are cloud covered. The higher peaks on Heney Range, as well as those on Hinchinbrook Island, are generally sharp and bare topped. The end of the peninsula W from Heney Range is rolling hills. **Government Rock,** at Point Whitshed, is 30 feet high and rounded in outline.
(178) **Mummy Island** is about 425 feet high and wooded. **Mummy Island Light** (60°27'54"N., 145°59'27"W.), 21 feet (6.4 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the islets E of Mummy Island, where there is an approach through a slough. The islet 0.2 mile SW of Mummy Island has two steep ends, 75 feet high, with a low, flat strip between.
(181) Orca Inlet NE to Cordova from Mummy Island is filled largely with flats. The channel from Mummy Island to Cordova is marked by seasonal buoys from May to October. In June 1983, 1¼ fathoms could be carried in the channel from Mummy Island to Cordova. Shoals throughout the area are constantly shifting; numerous other dangers exist in the area. Local knowledge is necessary. The inlet is described later in the chapter and numerous other dangers exist in the area. Local knowledge is necessary.
(182) **Point Bentinck** (60°23.5'N., 146°05.0'W.), at the E end of Hinchinbrook Island, is low, sandy, and grass covered, with sand dunes and brush 0.5 mile back. The 798-foot knoll with a parabolic antenna N of Boswell Bay is prominent, **Point Bentinck Light** (60°23'33"N., 146°05'27"W.), 47 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point.
(184) A lighted whistle buoy about 4.5 miles SSE of Point Bentinck marks the seaward approach to a channel that leads between the flats 1 mile E of the point to Orca Inlet. After crossing the bar, **Strawberry Channel** becomes deep and narrow abreast of Point Bentinck. Low water is the best time to negotiate the entrance as the flats are bare and of some aid and should be used only with local knowledge.
(185) Currents with velocities up to 3 knots on the flood and 2 knots on the ebb were observed in this channel. On the bar, flood and ebb velocities of about 1 knot were found setting NE and S, respectively. S of the flats which extend W from Egg Islands, a NW flood of 0.5 knot and a SE ebb of 1 knot were observed.
(186) A ½-fathom spot is about 1.2 miles NNE of Point Bentinck in about 60°24.7'N., 146°03.7'W. A group of rocks that bare is in the middle of the entrance to Boswell Bay in about 60°24.9'N., 146°05.7'W.
(187) **Boswell Bay**, indenting the E end of Hinchinbrook Island, affords anchorage for small craft just inside the entrance. Massive **Boswell Rock** is 100 yards off the N point. Immediately adjacent to the point itself is an undercut rock. A very small rock is 100 yards outside of Boswell Rock.
(188) To enter bring the 65-foot rock, brown in color and near the S shore of the bay, just clear of the southernmost pinnacle inside the entrance, and steer on this range until abreast of Boswell Rock. Then haul S a little and anchor when the NE point of Hinchinbrook Island is just shut in on the undercut rock. Flood and ebb velocities of 1.5 and 2 knots, respectively, have been observed in the narrow entrance.

Table of Selected Chart Notes

Corrected through NM Aug. 23/08
Corrected through LNM Aug. 19/08

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.55 MHz
Cordova, AK	WXJ-79	162.40 MHz
Tripod Mountain,AK	WNG-715	162.45 MHz
East Point, AK	WNG-530	162.50 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

NOTE E

CAUTION

Unusual currents may be encountered in the area east of Seal Rocks. Currents in this area usually run East to West, regardless of the tide. When the wind is blowing from the East, and the tide is ebbing, there is a strong set in the direction of Seal Rocks. Mariners are urged to navigate the area with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.013" southward and 7.135" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE F

NOTE G

CAUTION

Local knowledge is required to safely navigate in the Orca Inlet - Egg Islands area due to the changeable nature of the bottom.

NOTE F

CAUTION

Odiak Slough is marked with two red spherical buoys, numbered "2" and "4". The channel should be navigated only above half tide with local knowledge.

NOTE I

Route requires local knowledge. Extreme caution is advised due to shifting shoals. Seasonal unlighted buoys are used to mark the channel northwestward of Mummy Island from May 1 to October 1.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

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Additional information can be obtained at nauticalcharts.noaa.gov.

(A) Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 9 and the U.S. and Canadian Notice to Mariners.

(1 A)

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE D

All Mariners are requested to exercise caution when navigating Hinchinbrook Entrance, Prince William Sound. There are heavy concentrations of crab pots and related gear, and numerous fishing vessels that are operating in the area of Hinchinbrook Entrance, Seal Rocks and between Seal Rocks and Montague Island. Vessels entering or leaving Prince William Sound through Hinchinbrook Entrance are requested to utilize the recommended track.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gravel Point	(60°28'N/145°58'W)	12.3	11.5	1.5
Windy Bay	(60°34'N/145°58'W)	12.1	11.1	1.5
Port Etches	(60°20'N/146°33'W)	11.2	10.3	1.3
Cordova	(60°34'N/145°45'W)	12.6	11.7	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2008)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

16709

LORAN-C OVERPRINTED

20' 15' 10' 05' 147°

40'

35'

60°
30'

NAKED I

SMITH I

G "1" 14
Fl G 2.5s
BELL

PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)

SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC

MAGNETIC

VAR 20°30'E (2008)

ANNUAL DECREASE 18'

JOINS CHART 16705

Joins page 10

P R I N C

4

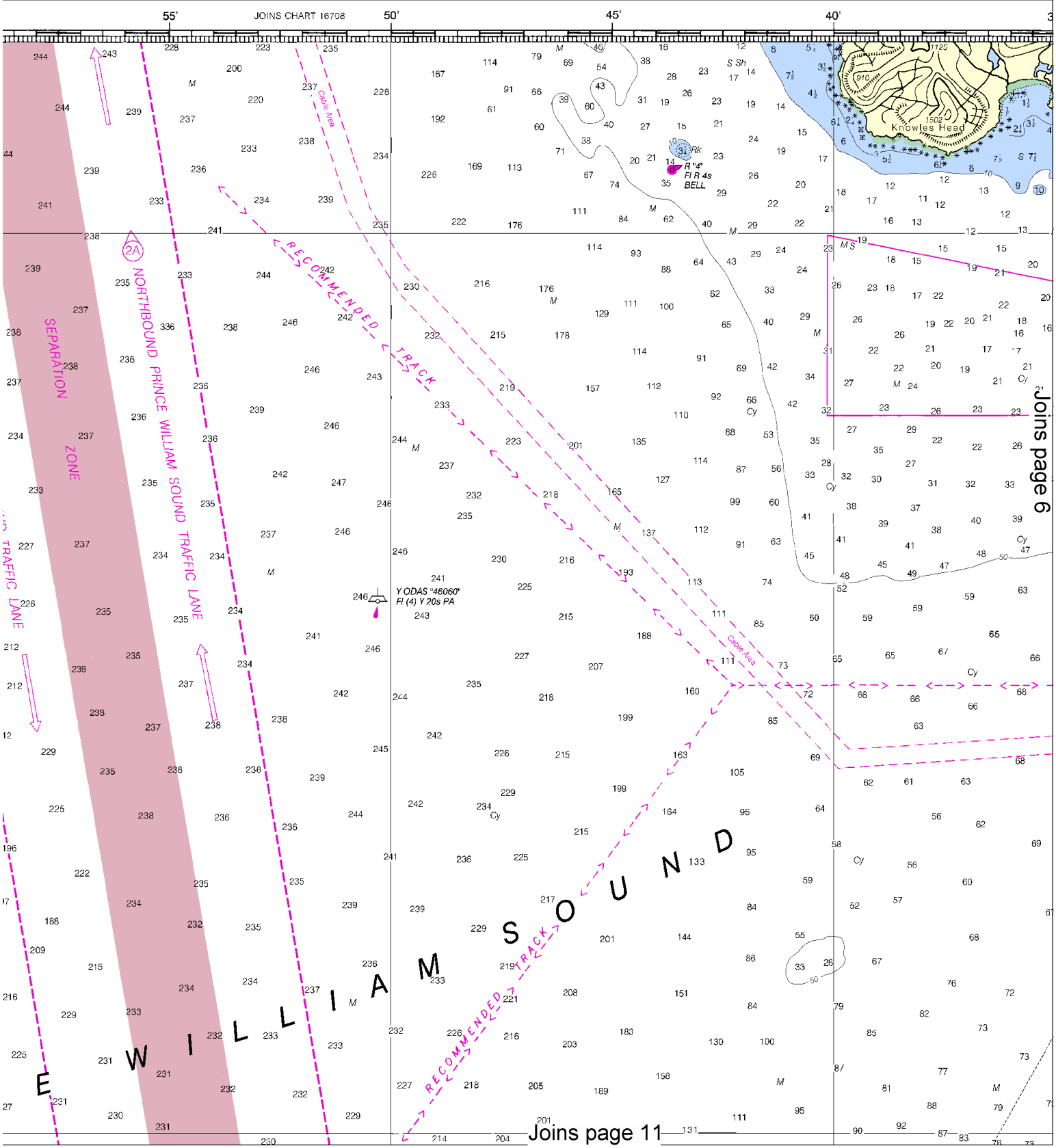
North

Printed at reduced scale. ~~SCALE 1:80,000~~

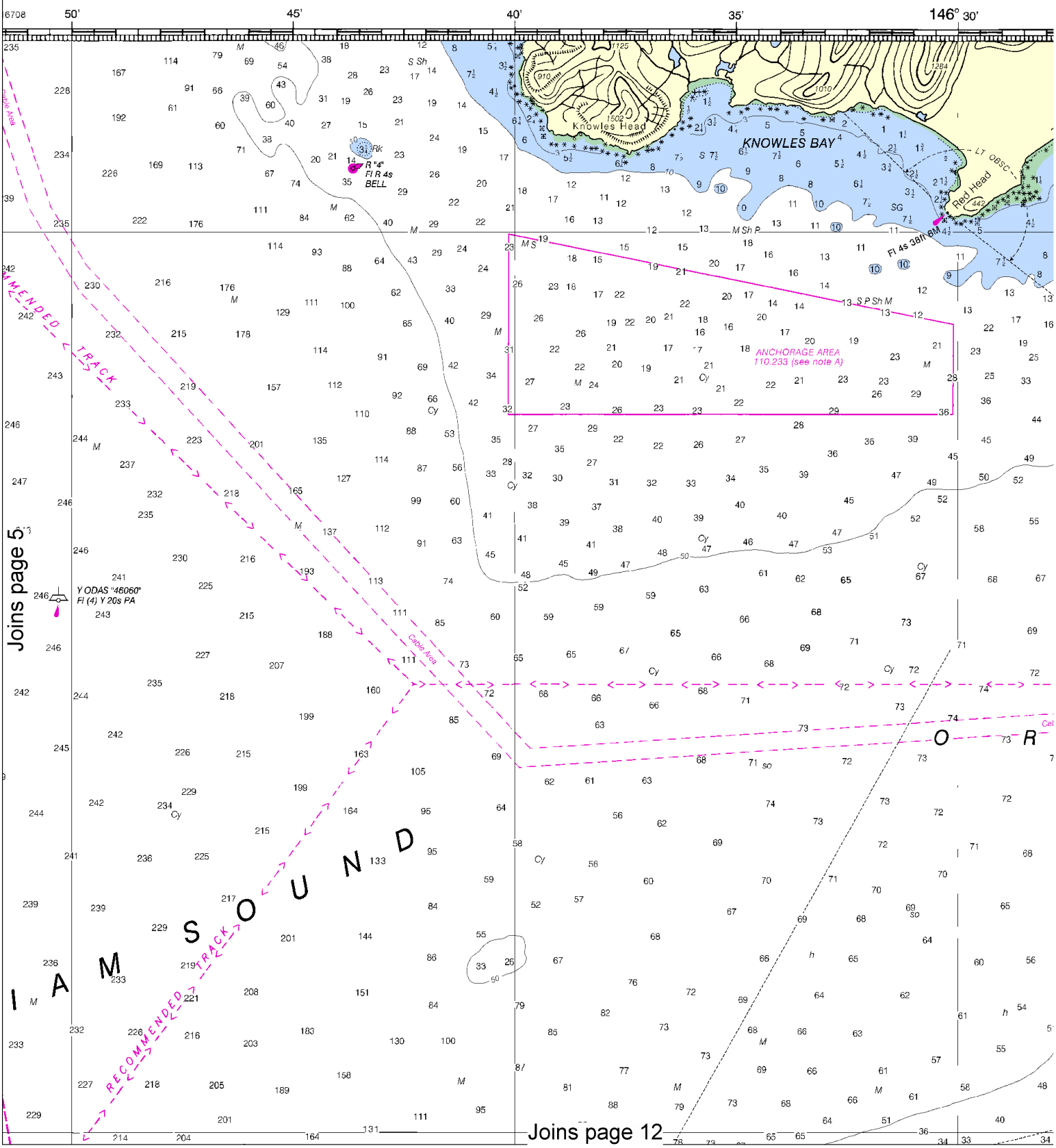
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



North

Printed at reduced scale. ~~SCALE 1:80,000~~

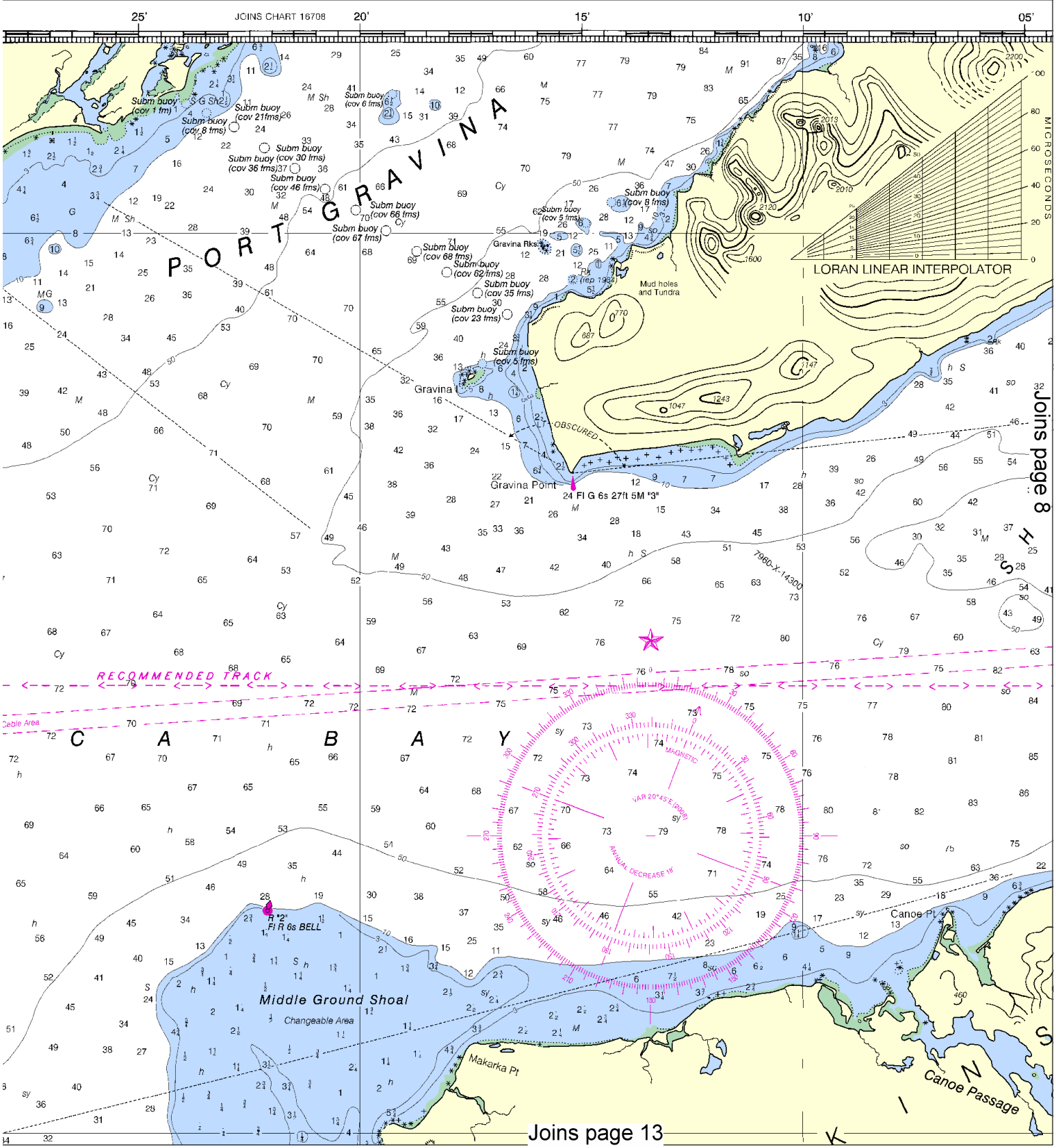
Nautical Miles

1 0 1 2 3 4 5 6 7

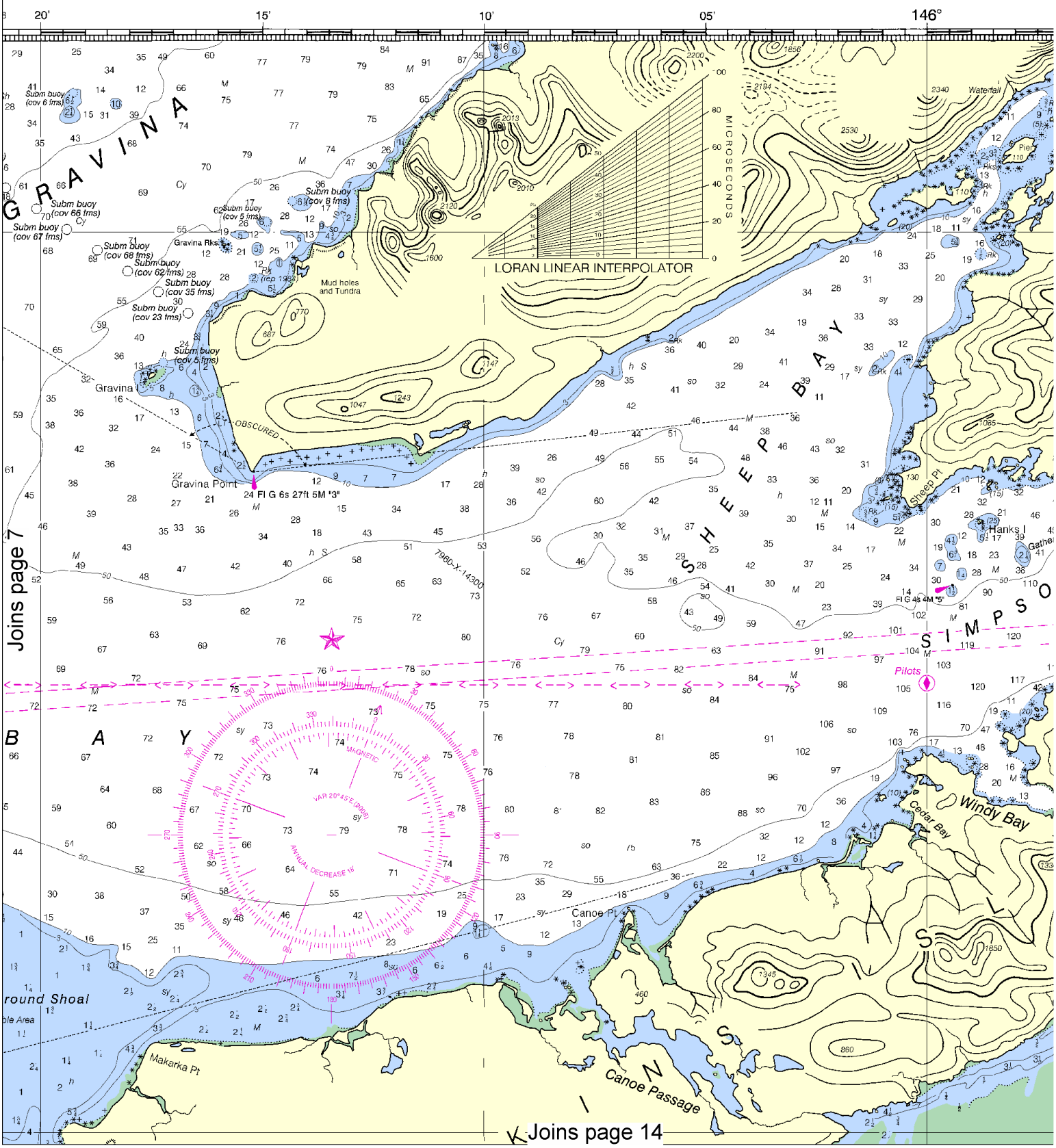
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



8

North

Printed at reduced scale. ~~SCALE 1:80,000~~

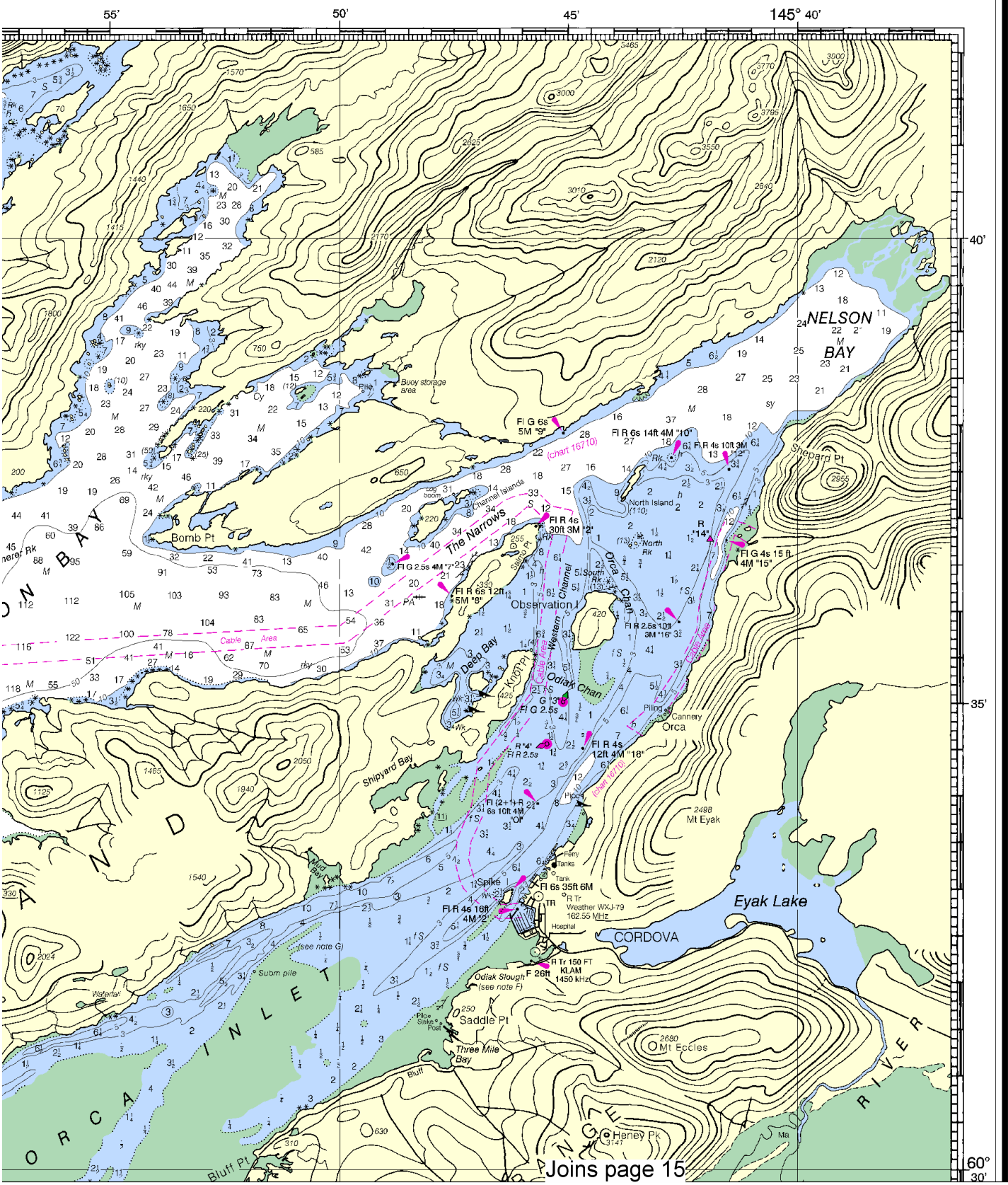
Nautical Miles

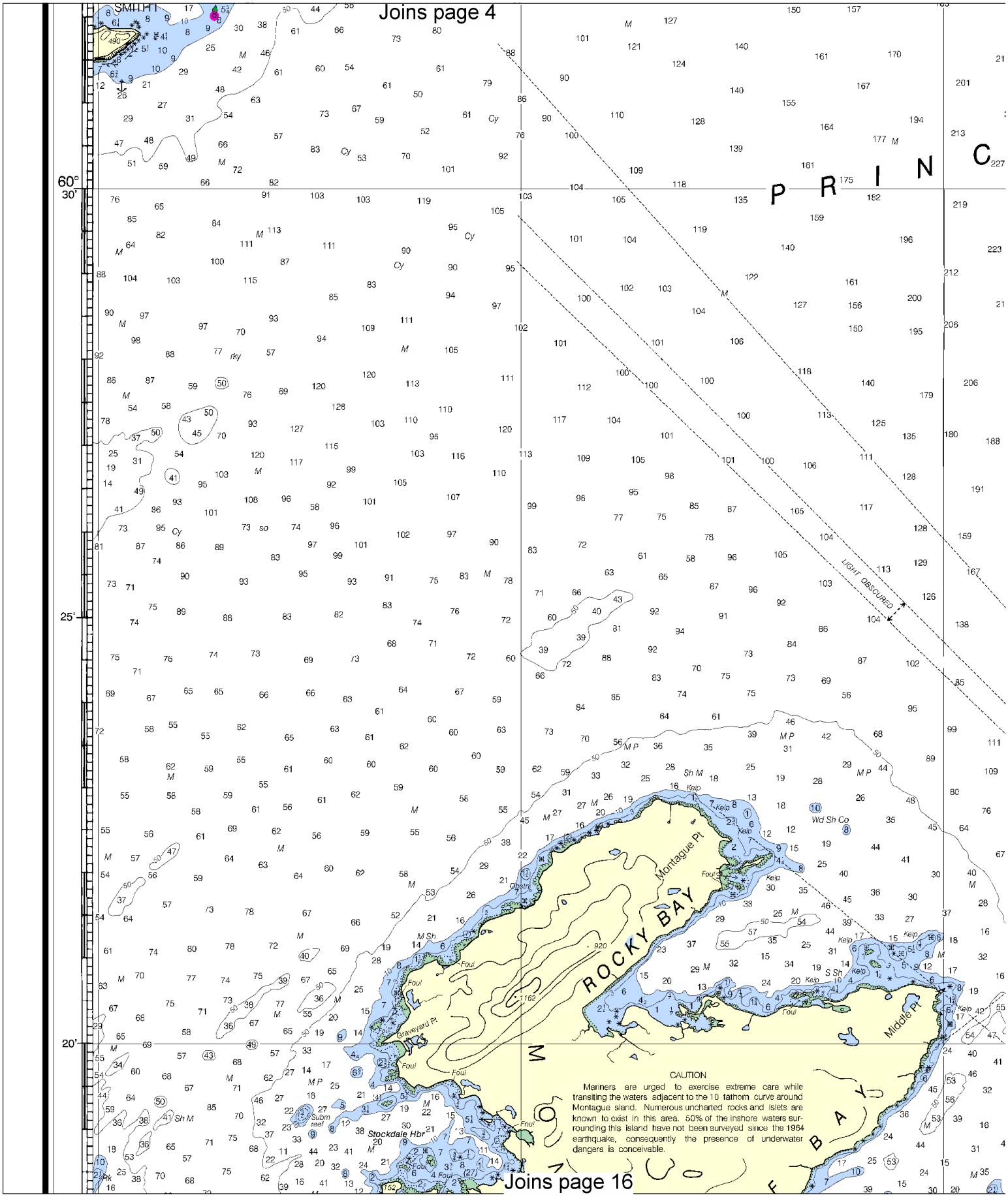
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


55'
50'
45'
145° 40'
40'
35'
60° 30'
NELSON BAY
Bomb Pt
The Narrows
Channel Islands
Observation I
Deep Bay
Western Channel
Orca Chan
Odiak Chan
Shipyard Bay
Cannery
Orca
Mt Eyak
Eyak Lake
CORDOVA
Odiak Slough
(see note F)
Saddle Pt
Three Mile Bay
Bluff
Mt Eccles
Heney Pk
Bluff Pt
Shepard Pt
North Island
North Rk
South Rk
Buoy storage area
Cable Area
Fl G 6s 5M "9"
Fl R 6s 14ft 4M "10"
Fl R 4s 10ft 3M "12"
Fl R 4s 30ft 3M "2"
Fl G 4s 15 ft 4M "15"
Fl G 2.5s 4M "7"
Fl R 6s 12ft 5M "8"
Fl R 2.5s 10ft 3M "16"
Fl G 2.5s
Fl R 4s 12ft 4M "18"
Fl (2+1) R 6s 10ft 4M "OI"
Fl 6s 35ft 6M
Fl R 4s 16ft 4M "2"
R Tr
Weather WXJ-79
162.55 MHz
Hospital
Ferry
Tanks
Spike
R Tr 150 FT
KLAM
1450 kHz
F 26ft
Subm pile
Waterfall
Pile
Stake
Post
(see note G)
(chart 16710)
Joins page 15



10

North

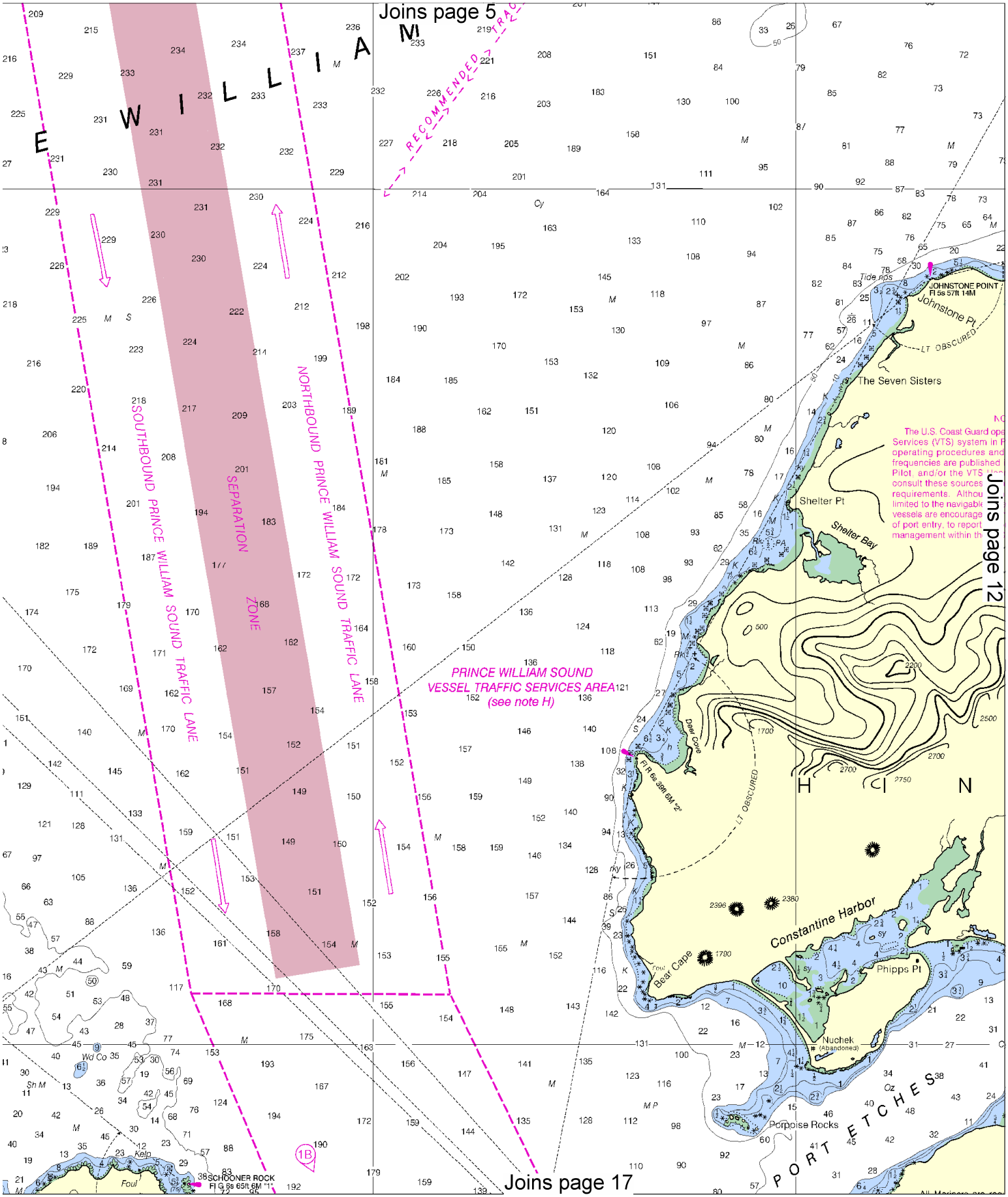
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

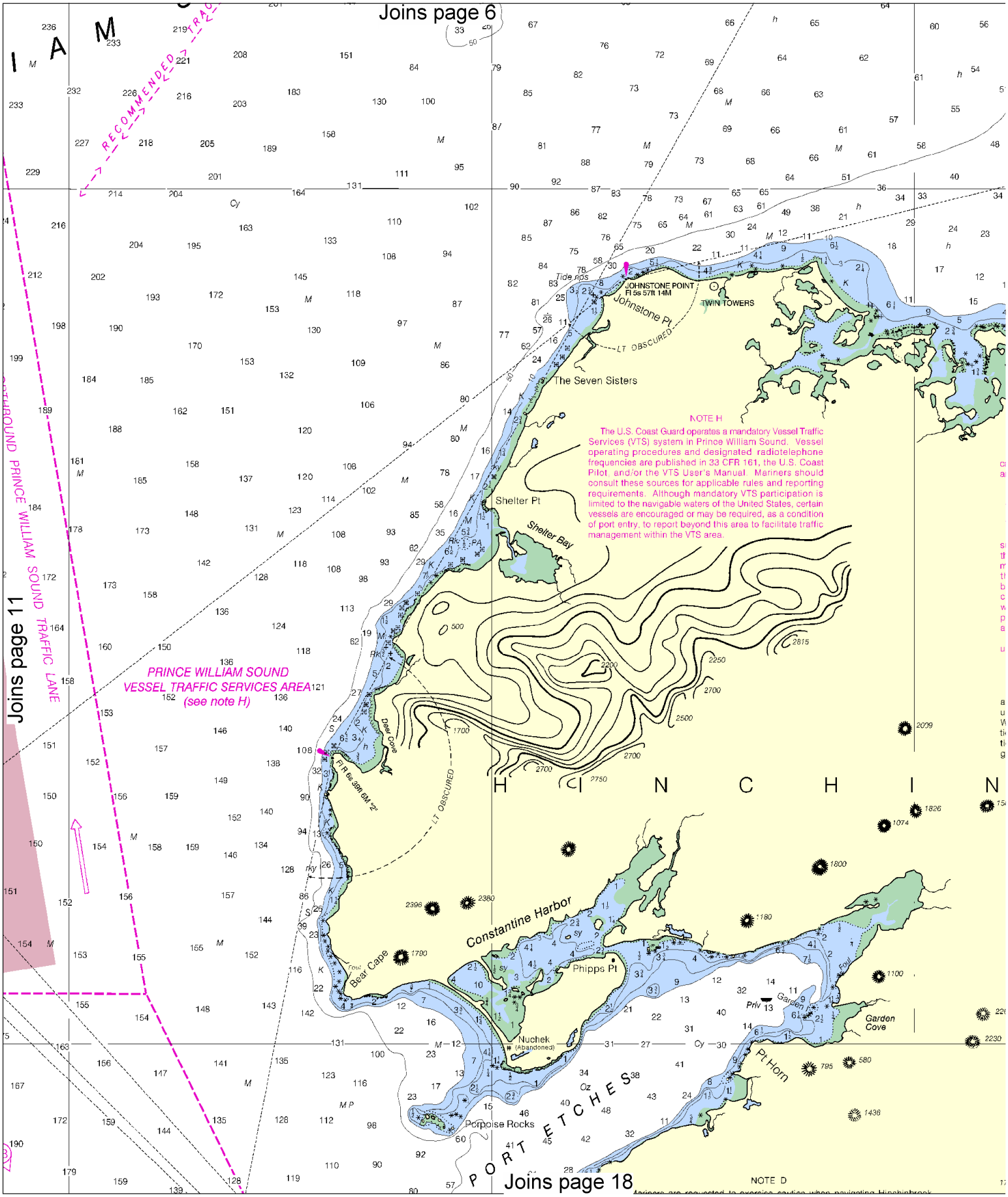
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 5
E W I L L I A M
RECOMMENDED TRACK
SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
SEPARATION ZONE
NORTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)
JOHNSTONE POINT
Fl 5s 57ft 14M
Johnstone Pt
LT OBSCURED
The Seven Sisters
Tide rips
Shelter Pt
Shelter Bay
Deer Cove
Fl R 6s 39ft 6M "2"
Bear Cape
Constantine Harbor
Phipps Pt
Nuchek
(Abandoned)
Porpoise Rocks
PORT ETCHES
SCHOONER ROCK
Fl G 6s 65ft 6M "1"
Kelp
Foul
Joins page 17
Joins page 12



North

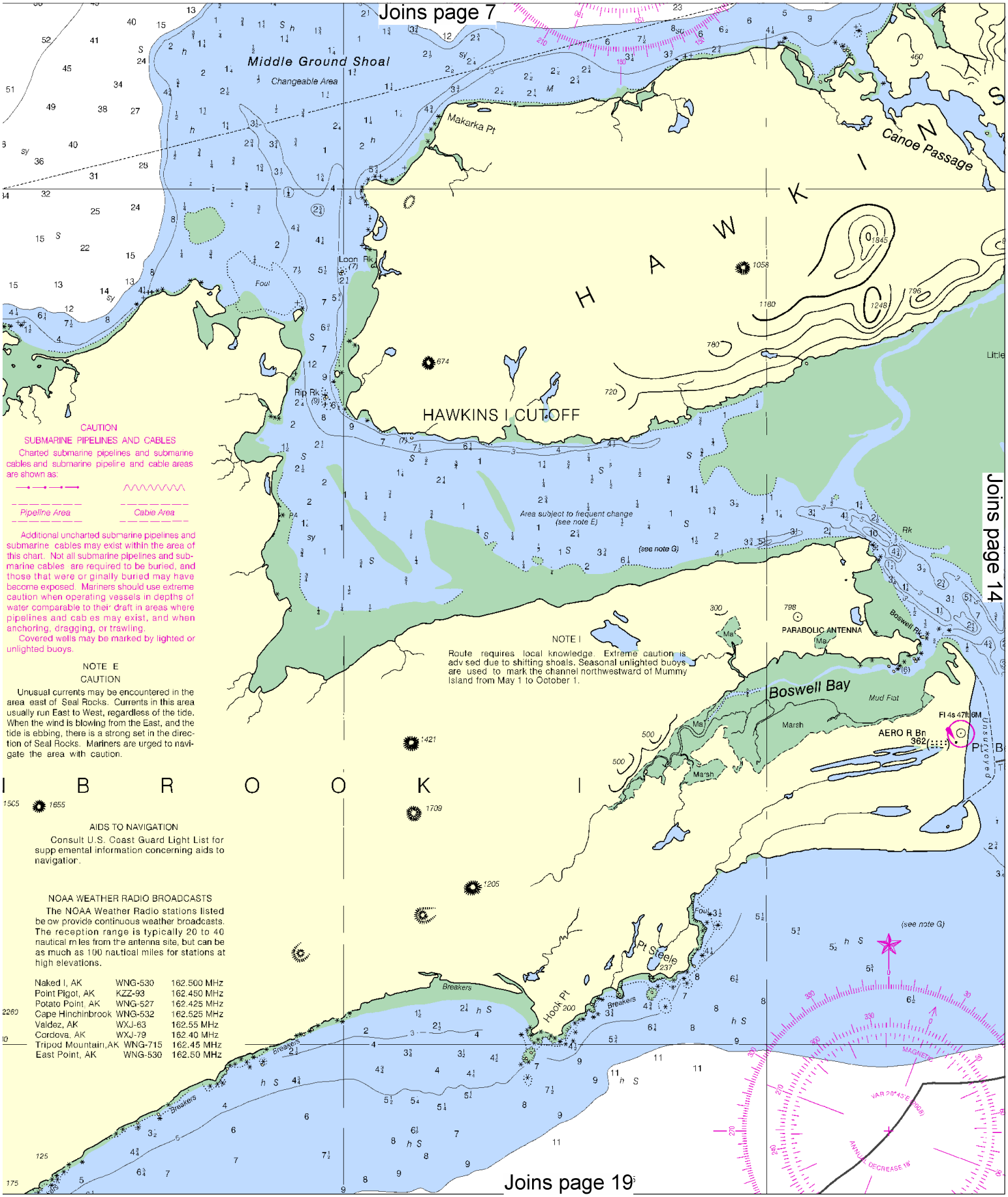
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



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NOTE E

CAUTION

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NOTE I

Route requires local knowledge. Extreme caution is advised due to shifting shoals. Seasonal unlighted buoys are used to mark the channel northwestward of Mummy Island from May 1 to October 1.

AIDS TO NAVIGATION

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NOAA WEATHER RADIO BROADCASTS

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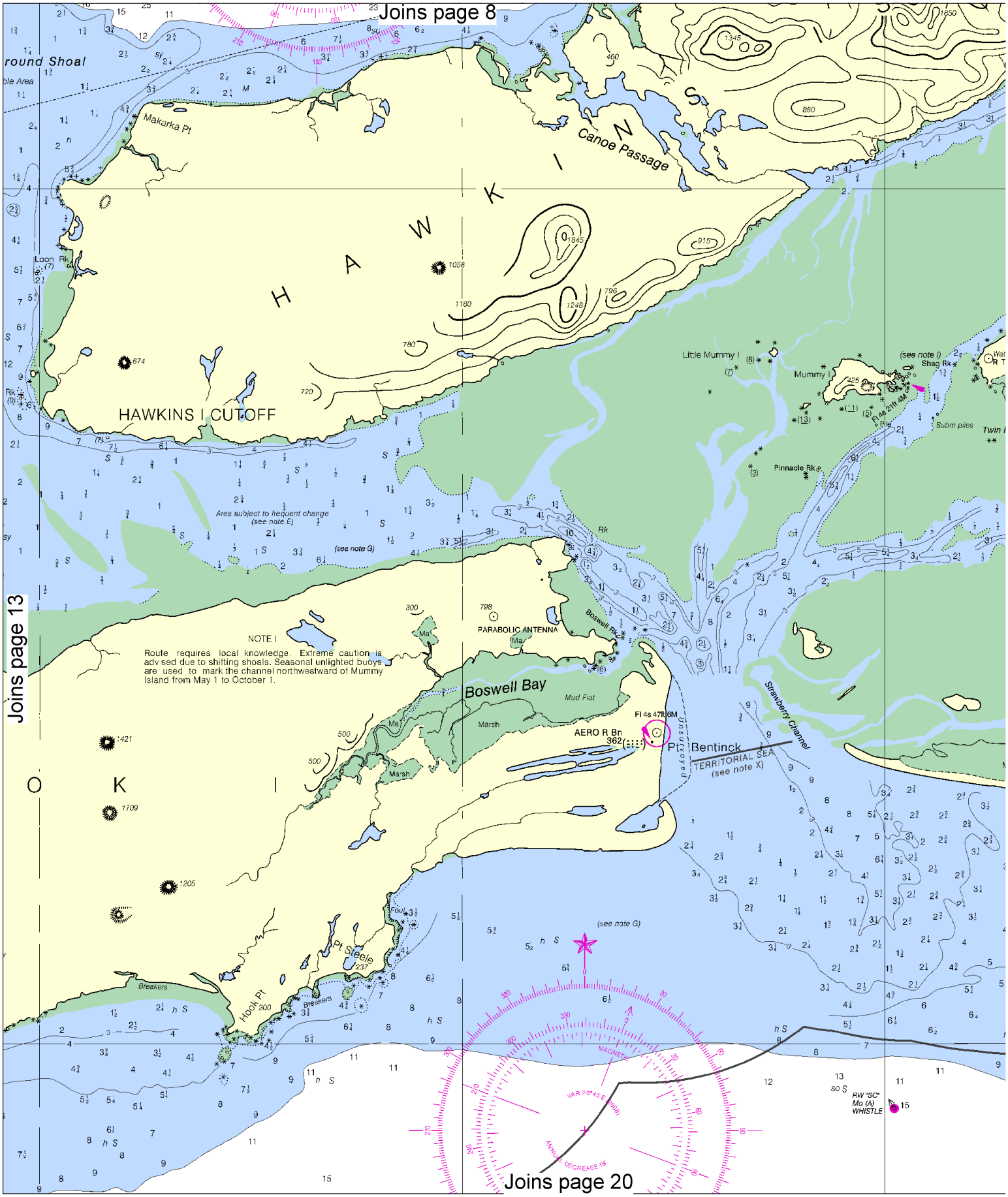
Cordova, AK	WXJ-79	162.40 MHz
Tripod Mountain,AK	WNG-715	162.45 MHz
East Point, AK	WNG-530	162.50 MHz



North

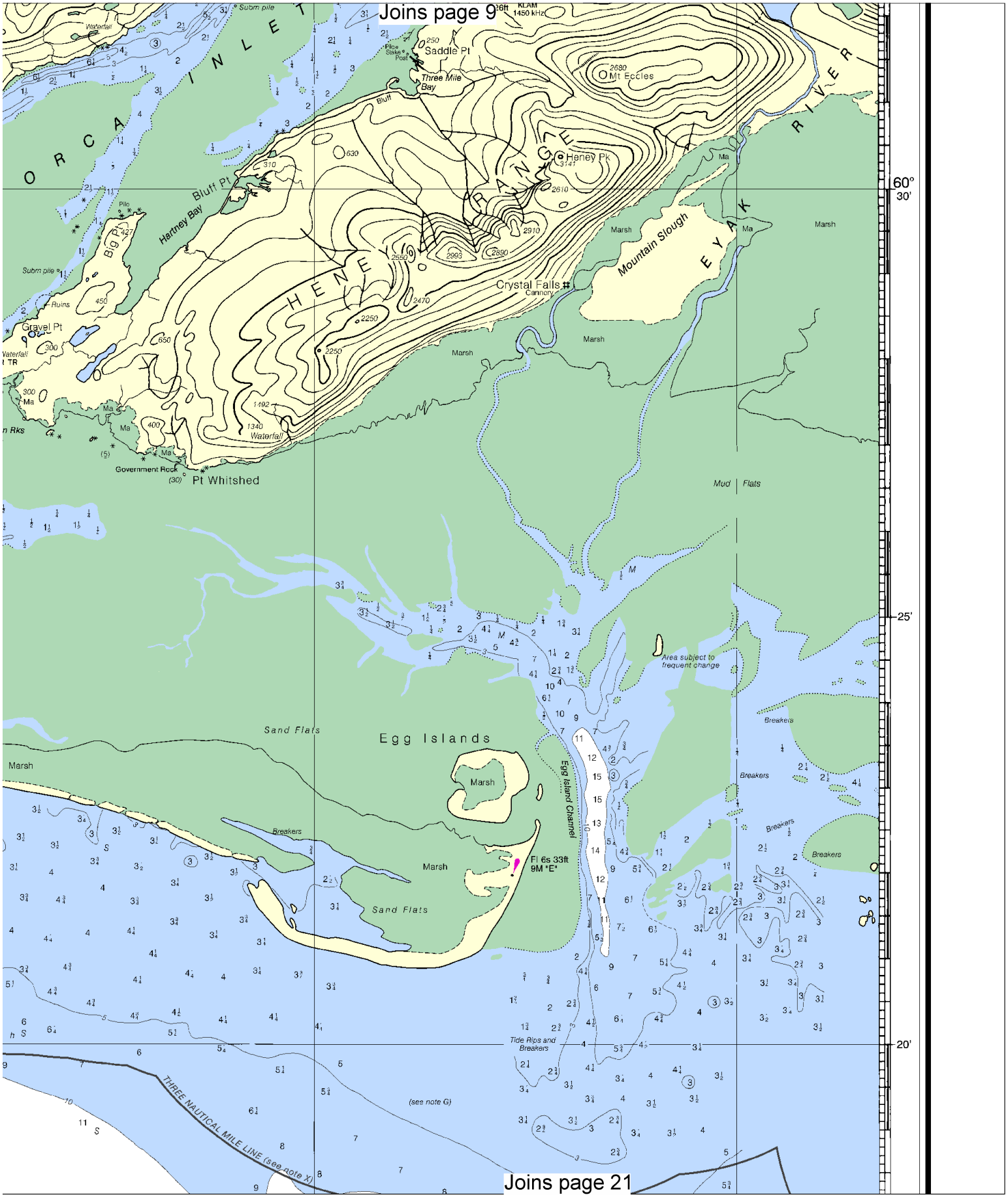
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

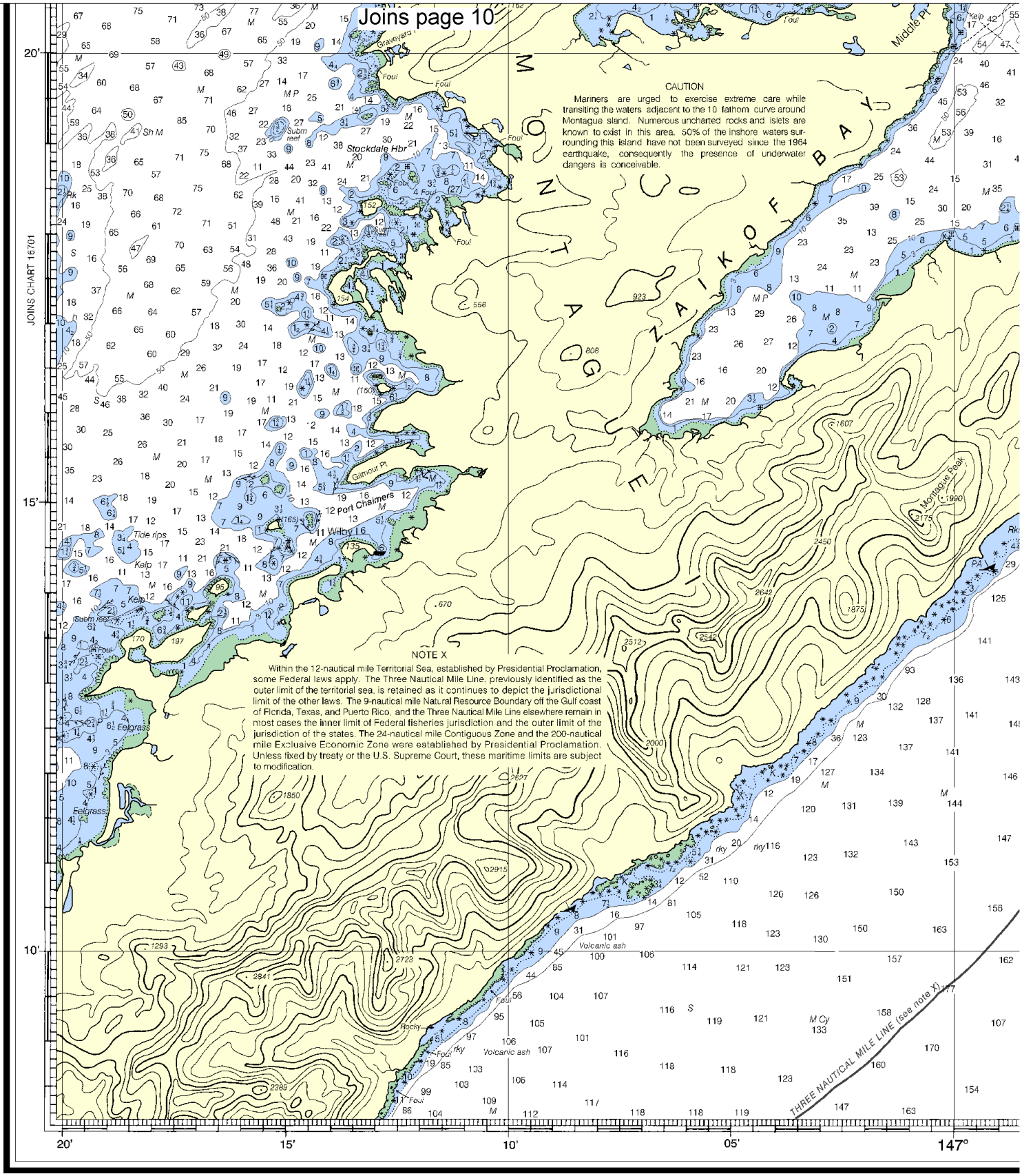
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
KLAM
1450 kHz
ORCA INLET
Saddle Pt
Three Mile Bay
Bluff
Mt Eccles
2680
RIVER
Haney Pk
3147
Bluff Pt
Hartney Bay
Big Pt
630
310
427
2610
2910
2993
2890
2550
2470
2250
Mountain Slough
EYAK
Marsh
Crystal Falls
Cannery
Ruins
Gravel Pt
650
300
450
400
1492
1340
Waterfall
Government Rock
Pt Whitshed
Mud
Flats
60°
30'
25'
20'
Area subject to frequent change
Egg Islands
Sand Flats
Egg Island Channel
Fl 6s 33ft
9M "E"
Breakers
Tide Rips and Breakers
(see note G)
THREE NAUTICAL MILE LINE (see note X)
Joins page 21



24th Ed., Aug. /08 ■ Corrected through NM Aug. 23/08
Corrected through LNM Aug. 19/08

16709

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left har o Mariners published after the dates s at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navige Ocean Service encourages users to submit corrections, additions improving this chart to the Chief, Marine Chart Division (N/CS2 Service, NOAA, Silver Spring, Maryland 20910-3282.

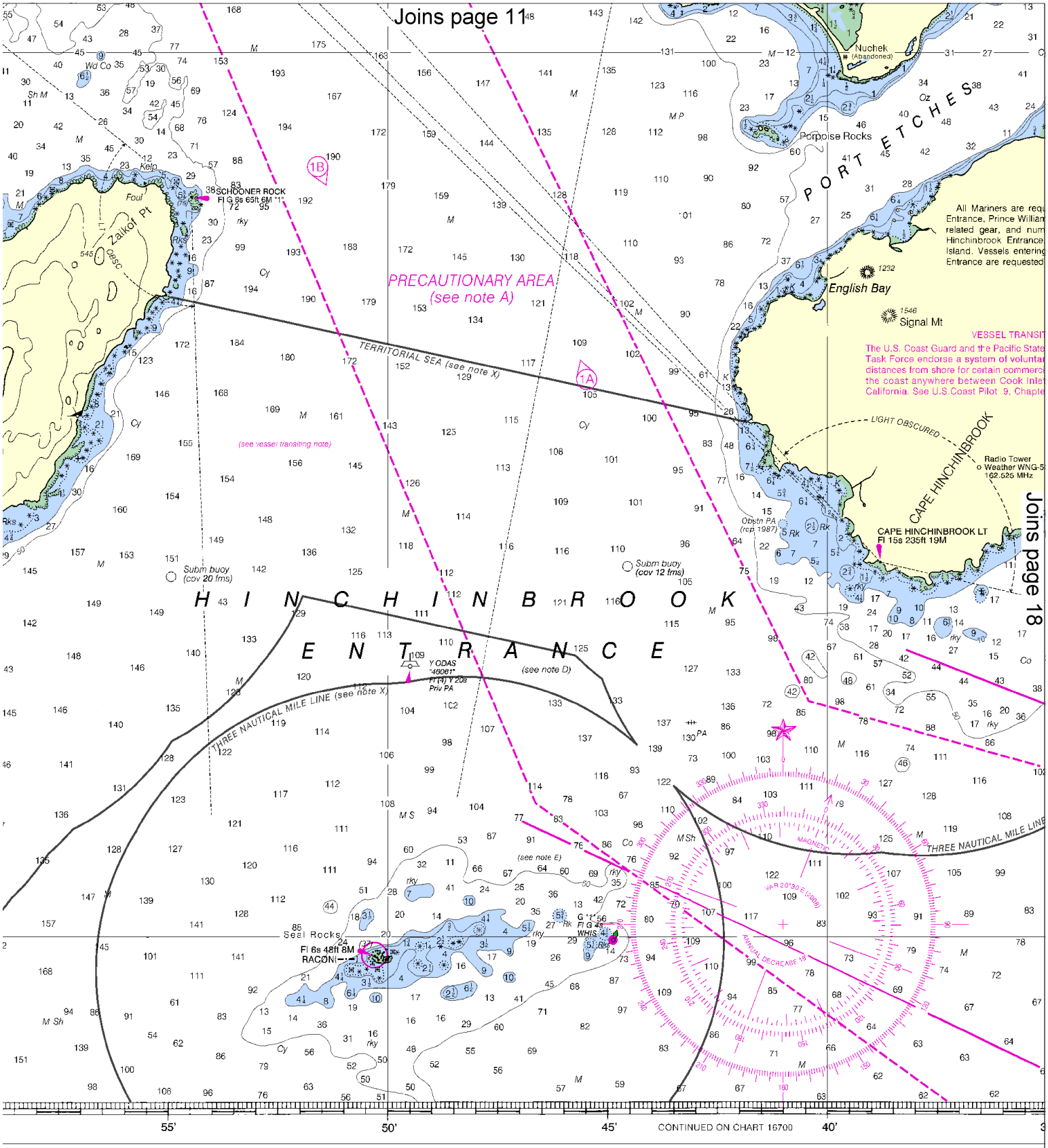
16

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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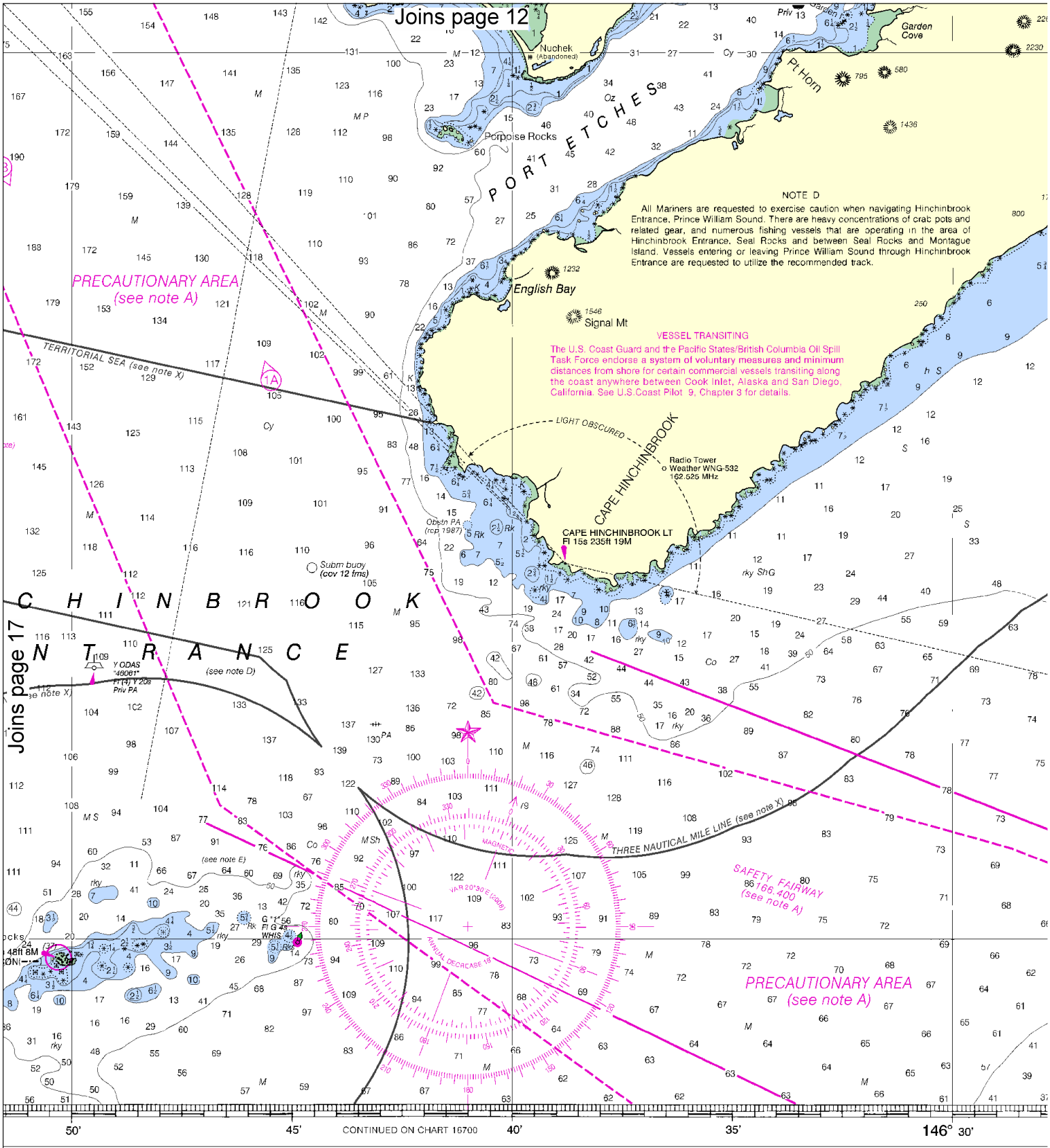
SOUNDINGS IN FATHOMS



S IN FATHOMS

Published at Washir
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSI
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COAST SUR

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 13

Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.55 MHz
Cordova, AK	WXJ-79	162.40 MHz
Tripod Mountain,AK	WNG-715	162.45 MHz
East Point, AK	WNG-530	162.50 MHz

THREE NAUTICAL MILE LINE (see note X)

GULF OF ALASKA

Vessel Traffic Services ca
of vessel movement. Ma
numerically. Voluntary ce
ically. For additional infor
U.S. and Canadian Notice

Navigation
Chapter 2, U.S
revisions to Ch
Notice to Mari
the regulations
of the Comman
in Juneau, Alask
Engineer, Corp
Alaska.
Refer to cha

Joins page 20

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

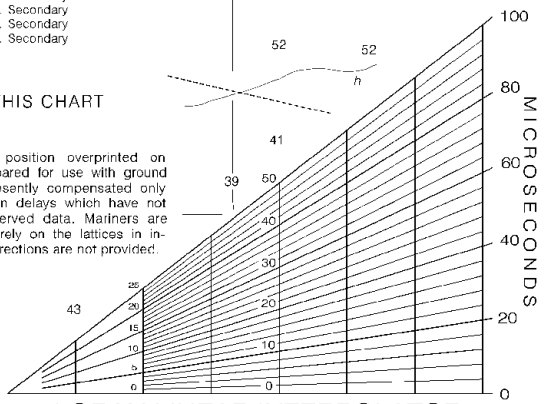
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



LORAN LINEAR INTERPOLATOR

25' 20' 15' 10' 05'

ington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
AN SERVICE
RVEY

Joins page 14

Joins page 19

THREE NAUTICAL MILE LINE (see note X)

A L A S K A

O F

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 9 and the U.S. and Canadian Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

LORAN-C

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LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
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LORAN LINEAR INTERPOLATOR

MICROSECONDS

SOURCE		
A	1990-2000	NOS Surveys
B1	1990-1999	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	1834-1899	NOS Surveys

SOURCE DIAGRAM

The outlined areas represent the limits of the most rece survey information that has been evaluated for charting. S banded in this diagram by date and type of survey. Chan by the U.S. Army Corps of Engineers are periodically res not shown on this diagram. Refer to Chapter 1, United St

REGS, 80.1705 (see note A)
Preventing Collisions at Sea, 1972.
falls seaward of the COLREGS Demarcation Line.

20' 15' 10' 05' 146°

FATHOMS 1 2 3 4
FEET 6 12 18 24
METERS 1 2 3 4 5 6 7

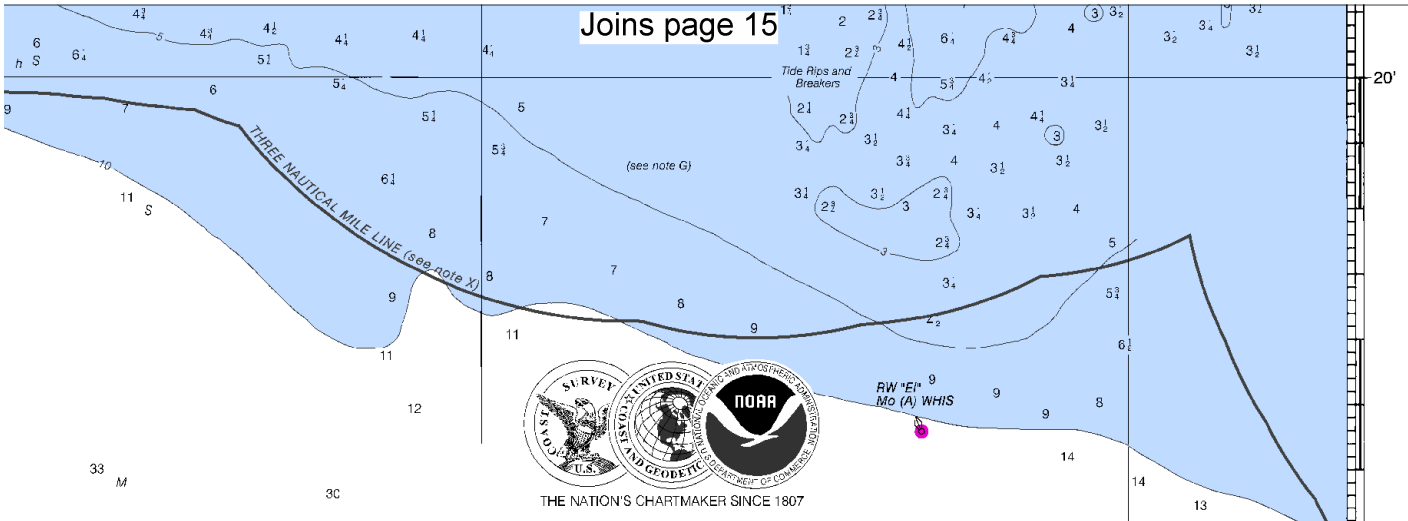
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

EASTERN ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gravel Point	(60°28'N/145°58'W)	12.3	11.5	1.5
Windy Bay	(60°24'N/145°58'W)	12.1	11.1	1.5
Port Etches	(60°20'N/146°33'W)	11.2	10.3	1.3
Cordova	(60°34'N/145°45'W)	12.6	11.7	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2006)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.013" southward and 7.135" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to igation are not indicated on this chart. See al Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important pplemental information.

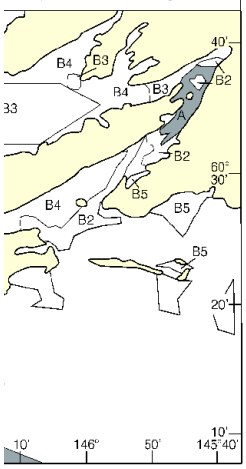
CAUTION

servations made by the National Ocean Service, e earthquake of March 27, 1964 indicates bottom he following locations:

ravina ..... 4.3 ft.

are cautioned to expect shoaling for the areas dal observations at this time are at selected sites magnitude of the changes except at these sites is m. The Cordova area of this chart has been rom post-earthquake hydrographic surveys.

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



cent hydrographic Surveys have been annels maintained esurveyed and are States Coast Pilot.

NOTE F

CAUTION

Odiak Slough is marked with two red spherical buoys, numbered "2" and "4". The channel should be navigated only above half tide with local knowledge.

NOTE G

CAUTION

Local knowledge is required to safely navigate in the Orca Inlet - Egg Islands area due to the changeable nature of the bottom.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

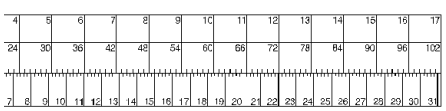
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

55' 50' 45' 145° 40'



Prince William Sound, Eastern Entrance
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16709
LORAN-C OVERPRINTED

ED. NO. 24
NSN 7642014011301
NGA REFERENCE NO. 16BCO16709

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.